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1937
Buick
1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XXII • NUMBER 1 • SEPTEMBER/OCTOBER 2003



9TH THE CYLINDER

MARK JORDAN #1297-EDITOR



Founding in 1980 the **TORQUE TUBE** is published every two months for the education and enjoyment of the

1937-1938 BUICK CLUB

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Members of the 1937-1938 Buick Club, we present former editor, Harry Logan, and Mark Jordan. Mark has graciously accepted the task of directing the Club and taking on the daunting responsibility as our new editor. We want to welcome him and give him as much support as we gave Harry. Welcome aboard Mark.

9th

As the new editor I would like to thank all of the members that have mailed in your subscriptions. We currently have 485 members as of October 1. It has been quite a chore taking over the magazine and I would like to thank Harry Logan and Dug Waggoner who have been of great help in the transfer. Once again I have to thank Harry for a great ten years; he will be a very hard act to follow. Harry will still be writing articles, so you will be hearing from him in the future. One other person I must thank is **Paul DeLucchi** (#1246). He has been a great supporter of mine to take over as editor. Any time I have had any questions Paul has always been there for me with answers and support.

After buying my car in 1996, I discovered the Torque Tube and found it to be a lifesaver. I finally felt like I was not alone. I originally found my 1938 Buick Special on line. At that time I was a swing dance instructor and I felt that I should be showing up to the nightclubs in a little more style than in a VW Jetta. I really had no idea what kind of car I wanted; I just knew I wanted it to be from the 1930's. As soon as I spotted this '38 on line I fell in love with it and flew from San Francisco to Maine to check it out. After driving it for about a block, I almost felt as though I had owned the car before, it felt very familiar and comfortable.

A week later the car showed up in my driveway (covered in bugs) and has been with me ever since. She has only broken down twice: once was on the Golden Gate Bridge and the other

on the Bay Bridge, (cars never want to break down in a convenient location like the driveway or near an area where you can pull over easily).

As I learned about the car I found the Torque Tube to be invaluable. It provided me with resources to call upon and provided me with articles that taught me more than I ever thought I wanted to know. When I saw that the Torque Tube needed a new editor I went to Harry and expressed my interest. I could not imagine letting the club and magazine disappear after it had given me so much. I have taken on this challenge and I hope to provide you with the best and most accurate information possible. Please keep in mind that I am no where near an expert on the cars so please send me your suggestions, comments and articles. As we share all of our knowledge with each other, through the Torque Tube, we will all become more educated about our beautiful cars.

Here is a picture of my wife and I in front of the Golden Gate Bridge. The image is one of a

series of pictures taken for a Russian car magazine. I might be able to publish more after they appear in the Russian publication.

Last July Buick's 100th birthday was celebrated in Flint, Michigan at the Sloan Museum. It was a college-like setting with many different museums all around. All the cars from 1959 and older were



This was a nice '38 convertible that also attended.

parked up on the grass surrounding the museums. **David Bylsma** (#117) said there were more Buicks in one place there than he had ever seen in his life.



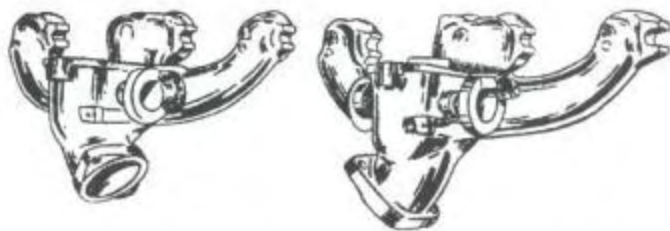


Here is **Bob and Dorrien Ward** (#114) with their 1937 90L at the BCA National meet. It was Buick's most expensive car for 1937. It was only available as an eight passenger limousine and came fully equipped with a glass partition between the chauffeur and the passenger, side mounts, wheel trim rings, white wall tires, radio, heater and rear seat speakers.

This model originally sold for \$2,342.00.



There was an interesting 1937 Buick Y Job. Reminiscent of the Auburn Boattail Speedster.



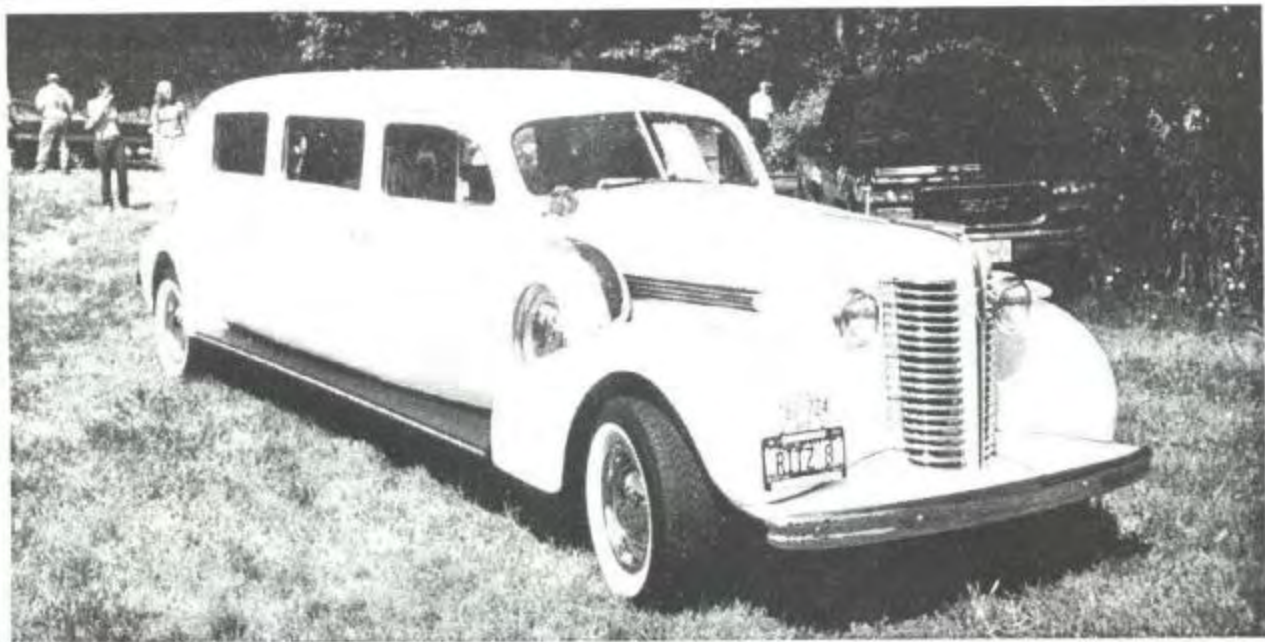
In 1941-42 Buick offered a dual exhaust manifold for their larger engines.

They are difficult, if not impossible to find in good condition.

If there is enough interest **Lloyd Ikerd** (#1612) plans to have a number of them reproduced for sale.

The price will be \$600.00 with a 50% deposit.

If you are interested please contact him at (949) 640-8200 or email: elzfargo@msn.com.



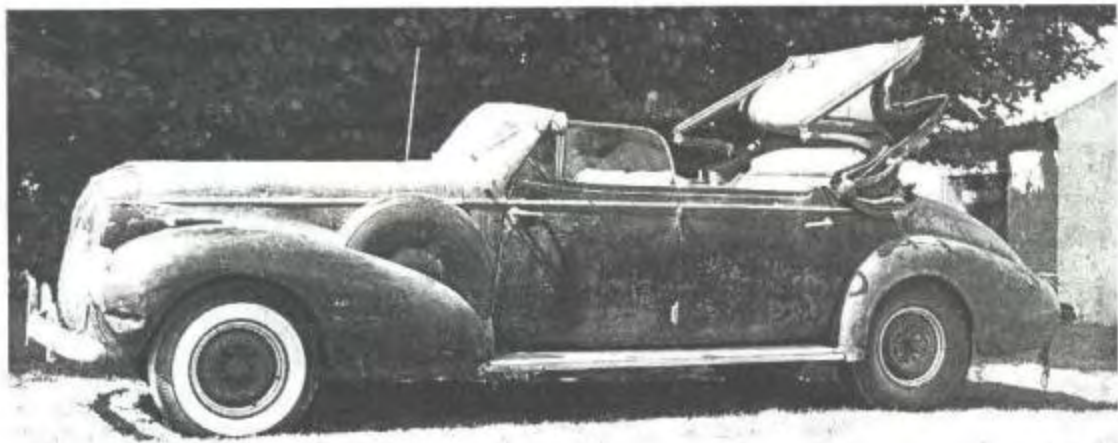
Jack Shepherd (#138) sent me these photos of cars shown at Mission, British Columbia, Canada this past year. This one is a stretched 1938 model.



Weddings were probably thier first business.



A 1937 Roadmaster was also on hand.



Another interesting car for sale is in Denmark for 70,000 Euros! The engine turns freely and it's 95% rust-free. It looks like a 1939 Limited 90, and the coachwork is probably German.

Prospective buyers should form an orderly line at 8stlu@tiscali.dk or www.PreWarCar.com.



Recently, a '38 90 Limited Limousine was auctioned off on Ebay.com.

It was a rare European model with right hand drive with the original engine with 85K miles. It seems to have gone through a few changes since it has power steering, A/C and the most interesting item P100 headlights for a Rolls Royce.

It was listed for sale at \$35,000.00

but no one bought it and the auction didn't make the reserve.



Another car worth mentioning is a 46S: very few were produced. The car is stock with amateur restoration started by a previous owner. It has one fender well side mount spare (fairly rare I believe). It's a complete and running car that would need some wiring repairs (replacement) and general TLC to be a good driver. The seats (front and rear jump seats) have been reupholstered in tan broadcloth; the head liner has also been replaced. There is a re-paint on

the car that is decent but not show quality. New WWW tires and rubber running board covers, new glass and glass rubbers have been installed. New exhaust on a good running straight eight over head motor and brakes that really stop the car well. This car would make an excellent restoration project or it could be driven as is. They are asking \$14,000.00 OBO for the car, and are also interested in trades. Contact Donald: 209-814-2400 or adico@inreach.com



Good news for **Paul Delucchi's** (#1246) www.prewarbuick.com he found some friends in the Netherlands to take it over and keep it running. Paul also sent me this interesting fact the word "Phaeton" (with Buicks, it's employed for the four-door convertibles), was the name of the son of Helios in Greek mythology, as shown above. Phaeton, the son of Helios, guides his father's sun-chariot across the sky. Paul also sent me this interesting photo of a 1938 Buick Cabriolet with a Swedish body.



If you like taxis, this photo shows a beautiful one. It comes off of a very neat website that rents out cars for movies: www.cinemavehicles.com

The Eastern meet is coming up, **Joyce and Carl Lohstroh** (#1098) will be hosting the 37/38 Buick Club Eastern meet in southwestern Ohio. The dates are June 8th to 12th with touring June 9th through 11th. There will be more information in the next Torque Tube.

Our covers for this issue depict the Art Deco Era. The cover shows the lovely Deco Bells around a '37 Special while the back cover shows

Mr. Rick surrounding himself with his Art Deco life style and his '38 Special.

Well that wraps up my first 9th Cylinder. I hope you enjoy the rest of the new Torque Tube. Please make one more note if your address changes during the year or is different at certain times of the year, you must send me a written reminder to change it.

Cheers,

Mark



Cover photo: Deco Belles hang out on Phil Elisetché's 1937 Buick Special at the Gatsby Summer Picnic.

THE GREAT GATSBY PICNIC

By Giancarlo Davis (#1748) Photos by Mark Jordan (#1297)

"They're a rotten crowd," I shouted across the lawn. "You're worth the whole damn bunch put together."
(Nick Carraway, from F. Scott Fitzgerald's *The Great Gatsby*)

The *Great Gatsby*'s protagonist tries to make a point here, that there's nothing but an emptiness involved in all the lavishness and merrymaking that defined the fox-trotting 1920s. True, more or less, and, far less, at the seasonal Great Gatsby Picnic, a Northern California gathering of individuals whose interests lie in re-living the decades between the Great War and the rise of Hitler and the Japanese Empire. Jewelry-dripping opulence and a Busby Berkeley-inspired bacchanal is the

call of the day, with 1920s-1940s cars, 3-piece suits, short skirts, and the succulent Deco Belles dancing and wetting the Waste Land of our modern lives. What's the wonder here at this modern picnic at the Historical Dunsmuir Mansion in Oakland? Besides the perfect costumes, 20s lingo, racy dance routines and sleek autos, it's that Prohibition never tickles the lips of the attendees this awesome event, much like our predecessors in the 1920s.

Rotten? Quite the contrary....refreshing!



This was a 1940 Buick Century owned by Diane and Steve Longwell of San Francisco.



Dressing up in the spirit of the afternoon, Paul and June Ferreira (#1151) pose next to their 1937 Buick.



*On our Cover, Deco Belles find a comfortable seat on **Mark Jordan's** (#1297) 1938 Buick Special.*



The Lovely Deco Belles ride into the picnic.

The '38 and the Art Deco Life Style Mr. Rick and His Buick

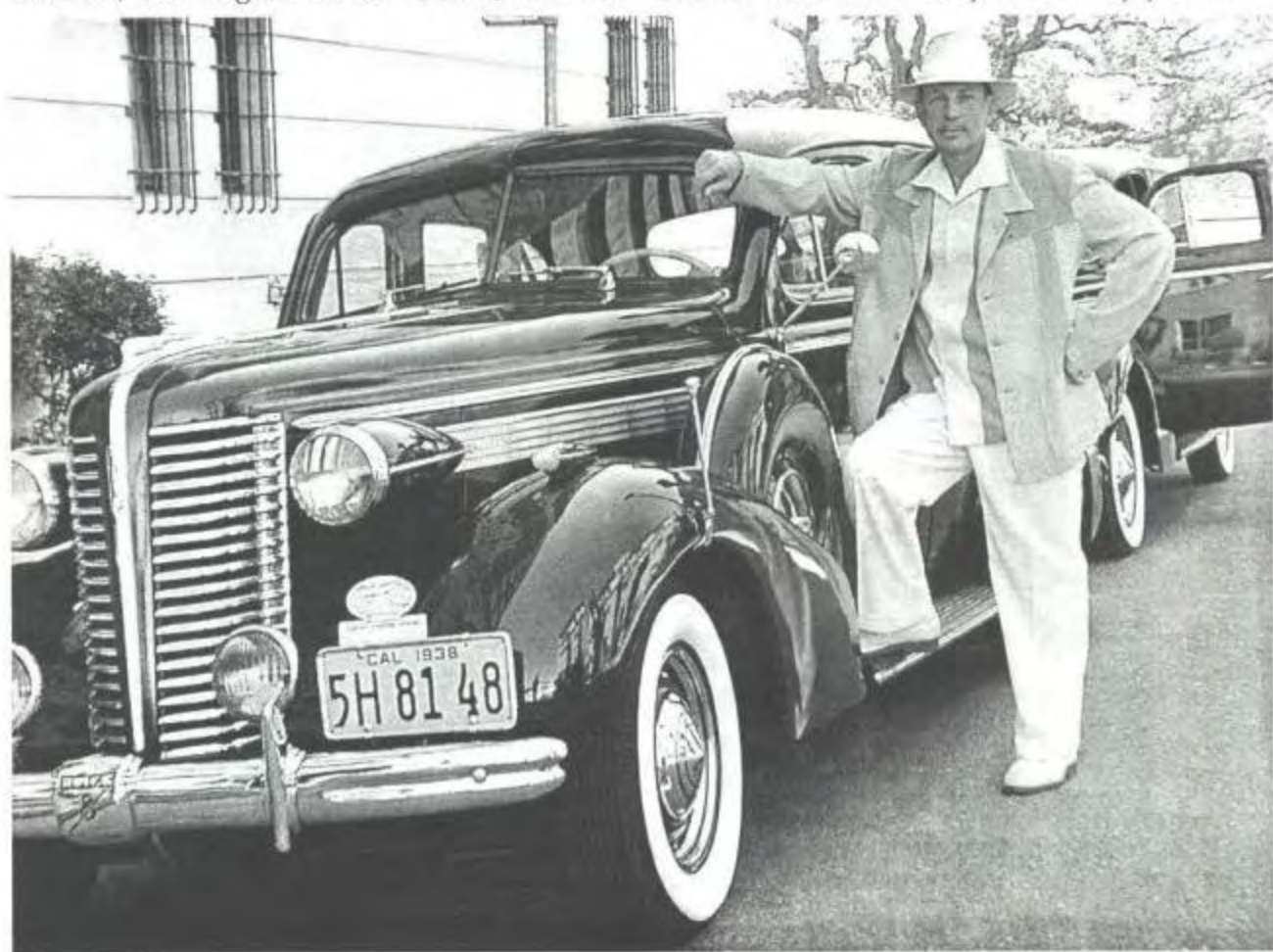
By Giancarlo Davis (#1748)

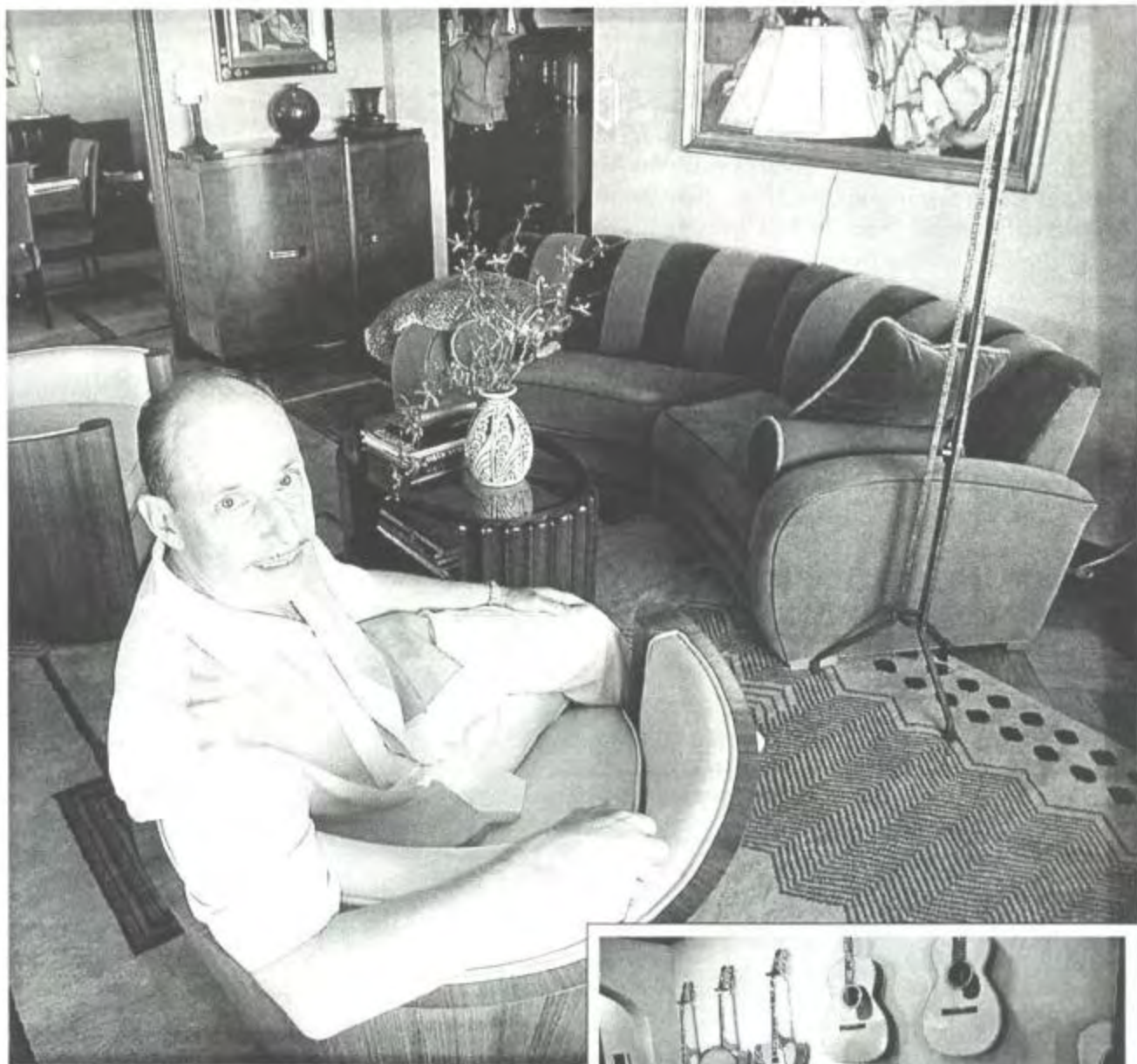
Photos by Mark Jordan

It's 9pm and an elegantly attired crowd, clad in fedoras, three-piece suits with pocket squares, spectator shoes, long elegant gowns and white gloves and swilling martinis and manhattans sways to the strains of "Satin Doll." The tunes are provided by a house band called the Martini Brothers, a seven-piece outfit specializing in 30s-40s standards popularized by Basie, Sinatra, Bing Crosby and others of the era. At the helm and on guitar is none other than **Mr. Richard Fishman** (#1681), (Mr. Rick for short). He's smiling—and he ought to. It was his *Mr. Rick's Martini Club*, run by himself and his associate Laurie Gordon, that organized the event, and he's

delighted with the turnout. The cars lining the sidewalk are all of the era: Fords, Chevys and, yes Buicks. One of the most outstanding is Mr. Rick's 1938 Buick Special: a vehicle that is perfectly suited for his lifestyle of an Art Deco swinger.

Rick resides in what could almost be described as an art deco palace. The elegant Bellevue-Staten condo complex in Oakland, California (built the year the stock market crashed and now on the National Registry of Historic Landmarks) rises above its neighbors like an awesome brick-clad deco monument. And yes, Mr. Rick's condo is no exception: stepping into dwelling is like stepping back in time some sixty or seventy years.





Everything, from his bar filled with one of the most impressive collections of martini shakers in the Bay Area, to his bedroom set to the juke box in the hallway recalls an era when Herbert Hoover was in office, swing music was the rage on radios across America, and guys called gals "dolls."

Rick's awesome collection began when he was still living in San Francisco's Marina District (arguably THE most Art Deco neighborhood in the city), and when he joined the Art Deco Society, purveyors of all things Deco and a group of history entrepreneurs that organizes events such as Art Deco walking tours and the popular Gatsby Picnic. Since then, Fishman has acquired many pieces of historical furniture. There's a shop that he's opened up; a vintage furniture store not far



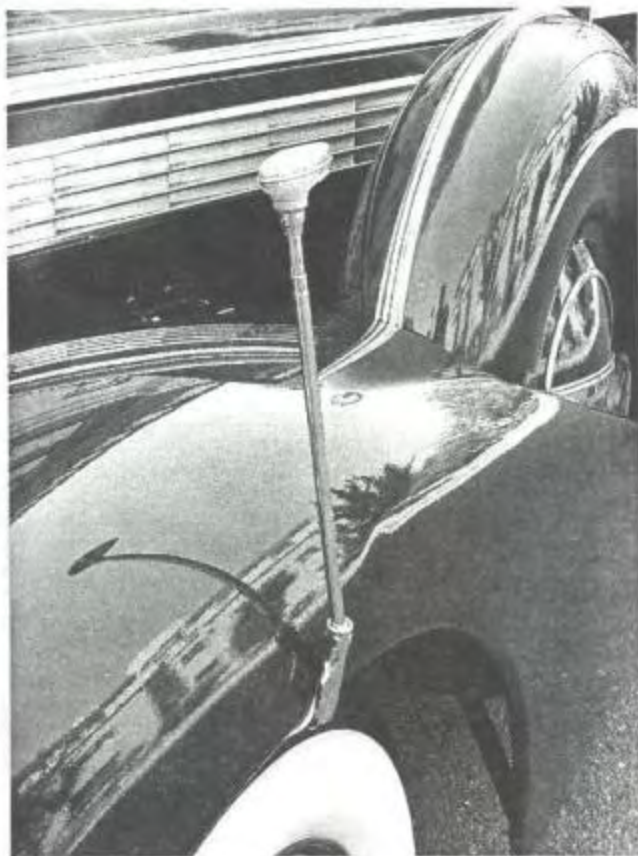
from where he lives. Coffee tables there can easily sell for \$5000.00.

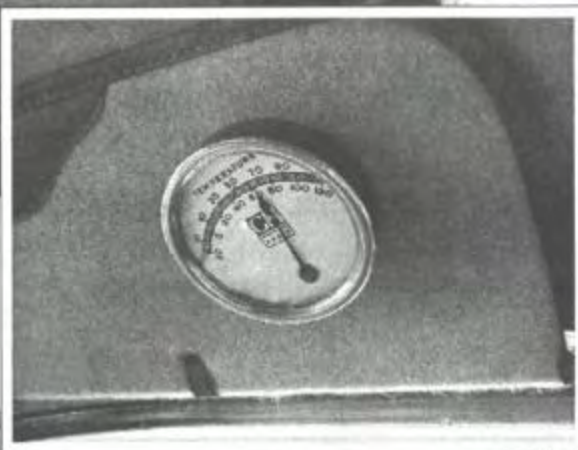
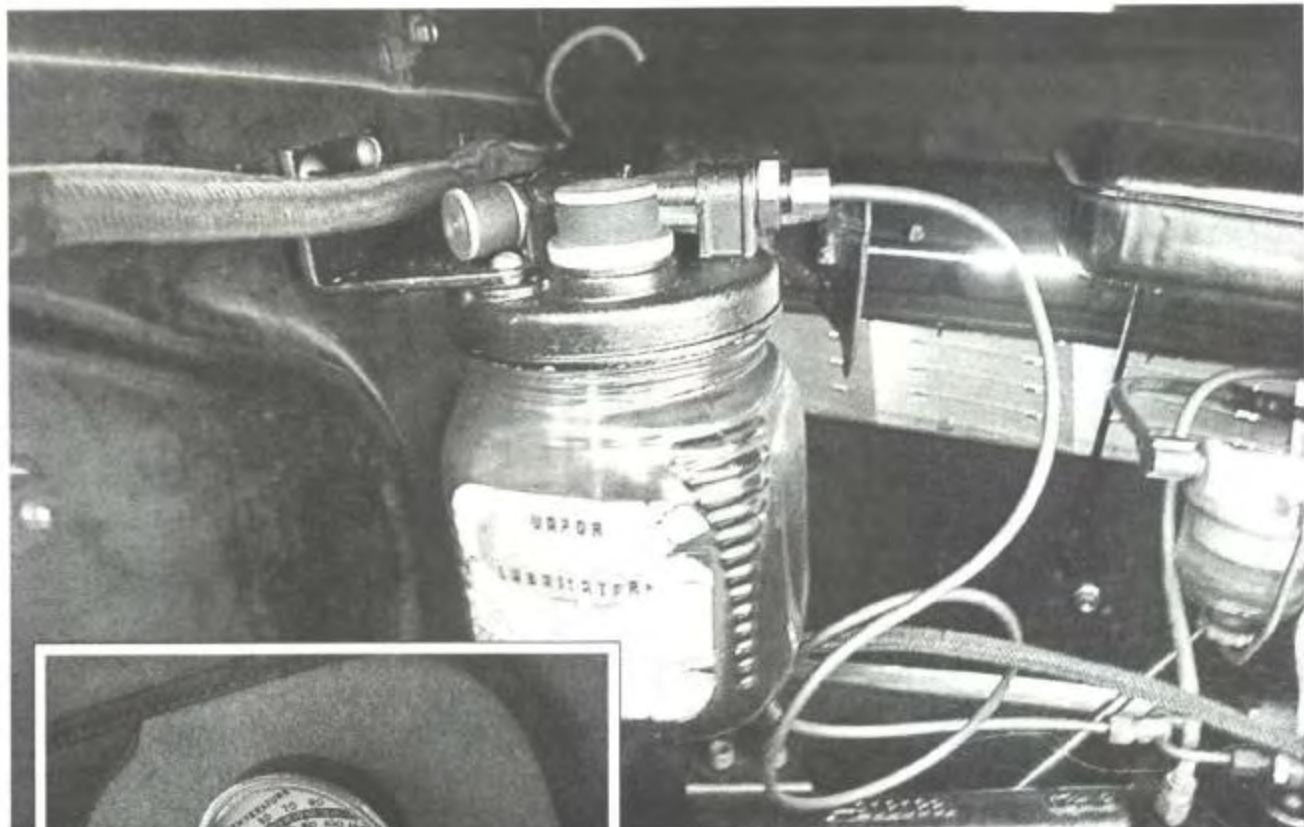
And then there's the car. A beautifully wrought piece of Art Deco history with the chassis that makes its own kind of ancient thunder as it hurtles down the road. It's a car that has a bit of history prior to when Rick owned it. It had been rusting away somewhere in Wyoming before the

previous owner purchased it through Ebay. All brakes and master cylinder were replaced. It was re-chromed. Rubber and windshield glass were replaced. The wood graining was sent to New York for restoration. The interior was ordered from Hampton Coach. As the car was crafted back to life, it entered car shows, and, in 1998 the Buick won the Silver Award from the Buick Club of America (its first major show). It was only two points away from winning the Gold. From then on, the Special won several awards in local and regional car shows.

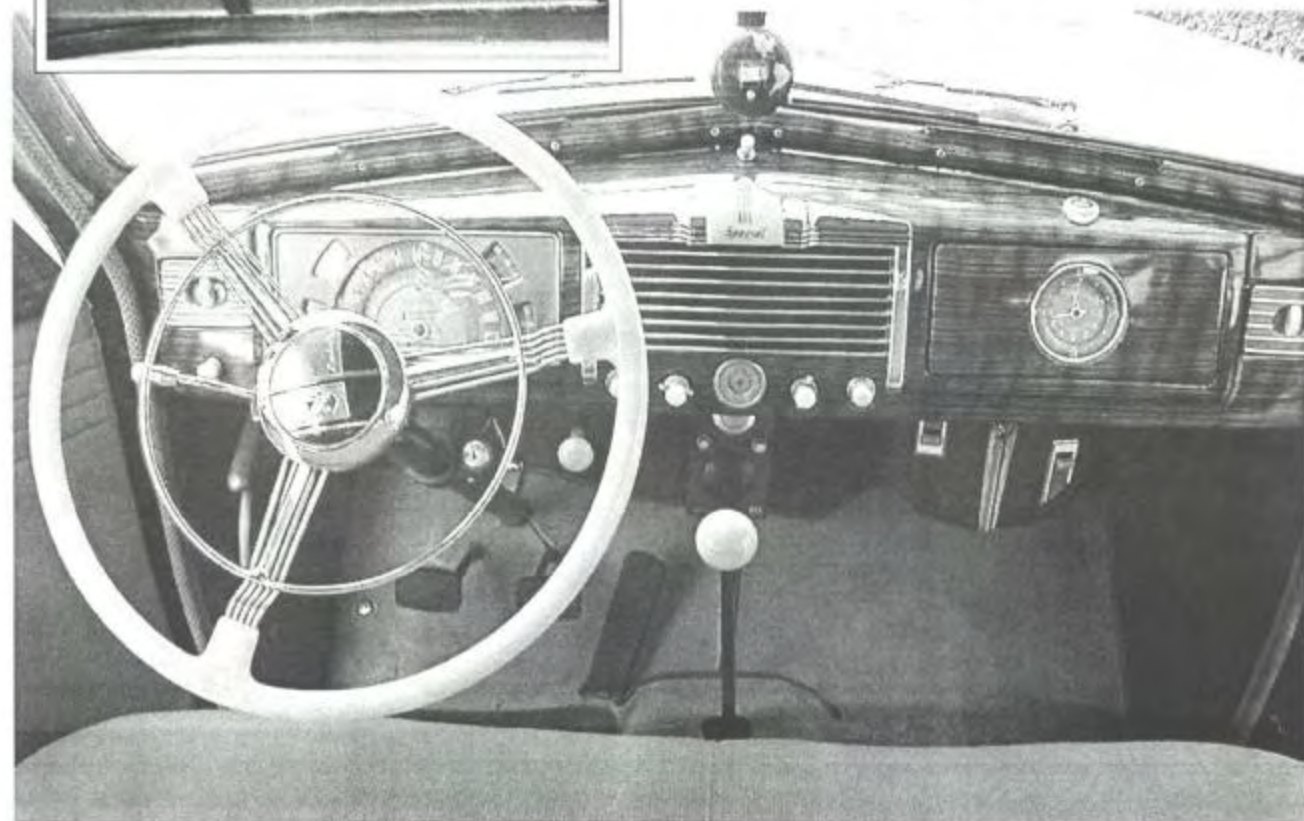
Fishman purchased the Buick online, from **Keith Korbut (#1025)**, after dispensing with a 1941 Coupe. He felt the '38 was much more reliable for longer road trips (Fishman has driven the vehicle for two hundred miles with little to no problem at all). The car also seemed to better suit his lifestyle as Deco and Art Nouveau aficionado and appreciator.

But what makes Fishman's Buick special, aside from its Deco history, its reconstruction and its storied reliability are its myriad accessories. Many of the parts are after-market, but they make the





Above in the aftermarket AMPCO fuel additive system, and on the left is a thermometer attached to the passenger side sun visor and below is the beautifully detailed dash and driving compartment.



car more of a rare collector's item rather than an automotive anomaly. Fishman has installed a General Motors thermometer. A lighted vanity mirror decorates the sun flap above the passenger's seat. A turn signal and a compass (commonly used in autos in the 30s and 40s) give even more to the car. Fishman has installed an MP3 player, cleverly hidden within the dashboard, which sends out the soft or swinging strains of 30s jazz, and almost turning the car into a time machine. On the outside, running boards and running lights contribute to the Buick's sleekness. The most interesting accessory, and one of Fishman's prize possessions is an after-market license plate addition commemorating the 1939 World's

Fair on the Bay Area's Treasure Island, which not only supported the region's ailing economy, but Fishman's essential theory is that one shouldn't "hang onto things." His collection is constantly rotating, going into his apartment and out of his shop. And though it's good to live within a certain environment that exudes familiarity (Fishman's collection is due to his own experiences feeling comfortable in his Grandparent's Art Deco home as a kid), one shouldn't feel to connected to items. Though it's hardly likely that Fishman will sell his Buick in the near future (if at all), there could be more changes to the car that may enhance its image as a piece of Art Deco history on wheels.





BUICK MEMORIES

By Anthony Sikorsky (#1714) - Ossining, NY

The Torque Tube has brought back many memories. The first memory is of the 1937 Special Two Door Sedan Model 48 my parents bought new for just over one thousand dollars. (See invoice).

I was 6 years old when we went to pick up the car at the Bronx Buick Co. On the way home, my father got caught on the trolley tracks and hit the trolley. The only damage was a slight dent in the center stainless strip that runs between the grille halves. After that, my father bought a grille protector and attached it to the front bumper. We never had another dent after that!

As the years went by, the miles on the car increased, except for the war years. During that time, my father stored the car in his brother's garage. Every month we would hike over to his house and start up the Buick and drive it around for a couple of hours. Then back in the garage for another rest.

The car began showing its age. So my father, uncle and me worked together as a team repairing

the car. Later on they let me do all the work! We rebuilt the brakes, clutch, overhauled the engine, installed a push button starter switch after the vacuum switch broke, installed a switch

that turned on the lights when the door was opened, installed a heater and Buick radio, rebuilt the battery box under the front seat. It got washed out of the car when we drove it during a rainstorm. We reupholstered the seats, covered the steering wheel with fishing reel line and then shellacked it. (made a beautiful wheel). Then we installed sealed beam headlights.

All of a sudden, Buick introduced a V-8. It was 1953 and I was 22 and still shifting that '37. So I sold it and bought a '53 Super with Dynaflo.

And that Buick
is another good memory!

| CAR INVOICE | | BUYER'S NAME | | ADDRESS | | DATE | |
|------------------------------|-------|------------------|------------|-------------------------|---------|--------------------------------|---------|
| BRONX BUICK CO., Inc. | | Nº N 1398 | | 231 East 141 Street | | March 8th, 1937. 193 | |
| NEW YORK, NEW YORK | | Bought to | | Mrs. Margaret Sikorsky, | | | |
| SALESMAN | | Feb. 23rd, 1937. | | ADDRESS | | 608-28, Fatsky Ave., Bronx, NY | |
| Mr. Blachard - Conn. | | | | | | | |
| MAKE | MODEL | YEAR | SERIAL NO. | BUICK NO. | KEY NO. | DESCRIPTION | AMOUNT |
| Buick | 48 | 1937 | 3007294 | 43268113 | 8460 | 1937 sedan, Reg. | 1028 00 |
| NEW CAR PRESENT AND HANDLING | | | | | | | |
| TIRE PRICE DIFFERENTIAL | | | | | | | |
| BRONX BUICK CO., Inc. | | | | | | | |
| THANK YOU | | | | | | | 1028 00 |
| SETTLEMENT | | | | | | | |
| CASH ON DELIVERY | | | | | | | 747 00 |
| PREVIOUS DEPOSIT | | | | | | | 26 00 |
| USED CAR | | | | | | | 250 00 |
| TOTAL | | | | | | | 1028 00 |

The 2003 1937-1938 Buick Club Western Meet

By Doug Nelson (#51)

The 37/38 Buick Western meet started with a barbeque hosted by **Doug Nelson** (#51) and **Bob Pipkin** (#76) at the Nelson Farm. People came from far and wide, as the old saying goes; at least as far, as in the case of **Jose** and **Estella Pardo** (#558), as Calia, Columbia, to be with us. A 1937 Special Sedan Model 41 was made available to the Pardos for the various tours. They felt right at home since they have two 1937 Buicks at home.

The following day all cars took in the all-Buick show at Western Antiques Powerland: a growing collection of 14 different museums and attractions located in Brooks, Oregon. Doug is building a replica of a 1940's gas station as part of one of the museums. You can see the progress at www.nwcarandcycle.org.

Ron Pomeroy (#1597) was awarded first place in the 1930's class for his most attractive 1938 Special Coupe. **Marshall Nelson** (#370)

placed second with is 1937 All Weather Phaeton 80-C.

The next stop was a walking tour of the Oregon Gardens at Silverton, Oregon, and an evening meal at the McCleay Country Inn. All the Buicks were parked in the back and all of it looked like a scene from a 1930's movie.

On Monday, the highlight for many on the tour was the trip to the Evergreen Air Museum at McMinville, Oregon, to see the famous Spruce Goose and the SR-71 Blackbird planes along with many other great flying machines and exhibits.

The group photo (shot out in front of the magnificent air museum) was a lot of fun.

A second highlight was the covered bridge tour arranged by Pipkin. It was a scenic tour through the beautiful farmland of the Willamette Valley. The picturesque bridges offered us all kinds of photo opportunities.



The participants of the western meet in front of the Evergreen Air Museum.



*Jack Shepard's (#138)
1937 Century Phaeton and
Marshall Nelson (#370)
1937 Roadmaster Phaeton
in front of the Nelson Farm.*

*A 1937-41 owned by
Dick Sirianni (#1351)
looking pretty on the tour.*



All the Buick's lined up on the tour.

*Charles Jekofsky's (#524)
1938 Century at the Nelson Farm.*





Bob Sr and his wife Beverly.

Bob's Automobilia

The Ultimate Parts Source

By Giancarlo Davis (#1748)

Photos by Mark Jordan

At first glimpse, it doesn't appear that there is much to Bob's Automobilia: the approach up the dusty driveway in the Templeton hills reveals only a small house and a small office and a garage. Behind that, a field of crisp golden grass stretches out ad infinitum beyond the horizon. It's as if one had stumbled upon the set from "Little House on the Prairie." No smokestack-studded factory, no gargantuan warehouses holding car frames are in sight. Enter the office, and you'll be greeted with the ruddy, grizzled yet friendly faces of four hard-working auto fanatics. A rather diminutive storage facility and workshop brings up the rear. Shelves hold hundreds of Buick (and only Buick), from headlamp covers to molding to emblems. For such a small organization, however, Bob's is a powerhouse, for hundreds orders are filled in a week, and delivered from their "shipping department:" a 40 square-foot area manned by one guy, dedicatedly

delivering parts to Buick restorers and owners worldwide.

The store is, in almost every sense of the term, a mom-and-pop organization (actually, it's a "son-and-pop" organization). Starting the business back in New Jersey in 1971, The two Bobs, Bob Carrubba and his son Bob Jr., that own and operate the establishment own a 1925 Buick, housed in a garage behind the store. The '25 is allegorical of the Bobs' business: the vehicle was a hodgepodge of parts, (a "basket case," as Bob Jr. affectionately refers to it as). Those parts were scattered across the floor of the 1925, and slowly, the car has been painstakingly re-crafted to its former shape. The car had no top; the cylinder block was parsed with an enormous crack from front to back. And the wood in the carriage had become so rotten it required replacement. Bob hired a high school woodshop teacher to do the honors of coming up with the interior frame parts. After that, Bob



Bob Jr. and the car that started it all, the 1925 Buick.



Bob's staff: Alvin Cable, Bob Carrubba, Matt Rockholt and Bill Dodd.

recommended that nobody purchase cars with wood interiors. They become so rotten after years of exposure they become incredibly expensive to replace. Bob has an important message for the public, too, in regards to car restoration: read the literature on your target auto, first, before your first purchasing vintage vehicle. It will save you tons of time, lots of money, and will prevent a V-8 headache.

Much like the 1925, Bob's Automobilia was assembled from an assortment of car parts: the surplus parts needed to reconstruct this old piece of 1925 historical memorabilia. It was from there, setting up stands at trade shows and other meets, that the business flourished to one that now fills close to 500 orders a week: and those orders range from door handles to exhaust manifolds. (And again, these parts are made strictly for Buicks—and none made later than 1957). The Bob's took the surplus they had and sold the parts for more than what they purchased them for. The Bob's expertise in restoration and a keen business eye kept the dollars cascading in, and made the fledgling Bob's Automobilia a rather fortune-endowed enterprise.

The storeroom is made up of a cache of goods for the concerted Buick owner. And the quality of the merchandise here seems nothing short than genuine, and a small area with a large machinist's tool. Many of the items in stock here are ordered, and many manufactured overseas and shipped back to the US. Distributors and generators are rebuilt there, and other items are manufactured onsite and in-shop (such as Delco ignition switches for 1923-1927 Buicks).

In the recent past, representatives from GM plants have made surprise "royalty visits" (which may be why some visitors may receive a wary eye cautiously peeking out the office door during business hours), and, have penalized the

small organization with heavy fines for printing the GM or Buick name on merchandise manufactured there onsite (oddly, since General Motors rarely makes after-market parts anyway). Though the obnoxious incursions have tapered off, they still leave a wince of annoyance on Bob Jr.'s face. A small organization such as this one, subsisting solely off

the interests of collectors and restorers, shouldn't have to be fined by a company that is largely well off.

The rather harassing visits don't seem to be doing too much to the business, though, nor to

the employees' die-hard motivation in car restoration. Bob and his stalwart crew have three separate automotive projects they are diligently and doggedly working to finish, and they're all in the garage toward the rear. When time is a commodity, the team will either help finish restoring the original 1925 in the garage (or, the store-room, where boxes filled with hubcaps, emblems and owners manual teeter precariously on a shelf in the rear of the space). Their other works-in-progress include a 1948 Buick 56C with a Swanson engine

and an anachronistic, 1961 Ford Thunderbird, in an awesome state of restoration. The vehicles stand as testaments to the Automobilia's dedication to their craft and to their trade.

And cars aren't Bob's only hobby. In the tiny



Bob Sr's beautiful collection case.



Bob Sr's restored Buick signs.

"playroom" beneath the house, the elder Bob, and electronics fan of sorts, has set to his other pet projects: restoring and repairing old radios, and tinkering with tin tidbits purchased on Ebay, most outstanding a tin ashtray formed in the replica of a 1940s Buick and found inside a showcase with similar intriguing items.

Supply and demand has perhaps governed all things these days, and the Bobs and their awesome Automobilia have suffered a bit from it. Rare

items are hard to find, and those rare items obviously become more expensive (which brings the Bob's Automobilia saga full circle). However, for their size, their orders keep them busy, and the employees gleefully plug away at plying their unusual trade. The employees' sheer determination, its unusual stock of merchandise and its seemingly undying customer dedication keeps the small Automobilia from breaking down the road of broken dreams.



Tons of carburetors.

Alvin Cable shows us the huge supply of Buick parts.



SHELLEY'S '37

By Schelley Brown (#1705)- Louisiana

I have loved old cars since before I could drive. In 1998 I started a career selling new cars at Harper Motors in Minden, LA. The thought of buying an old car was never far out of my mind. In April of 2002 I found my dream car! For a year I had looked at all these web sites on the Internet. One day I found a web site called *collectorcartrader.com*.

I was amazed at all the cars that were out there, just waiting for me to figure out how to get the money for one of them. I had always wanted a '37-'38 Buick Special. I figured that since I sell new Buicks, I could use it in my advertising and have it at the dealership for special events.

I scanned the web every day until I found a car that I thought would be in my price range. I was shocked to find out that it was in Eunice, LA only 4 and half hours away. I was so excited that I e-mailed the man that had it listed. His name was **John R Young** (#1579) and he e-mailed me back the next day and told me he was sorry but that the car had been sold the week before, but he informed me that he had more cars for sale but none in my price range. John is also a new car dealer and he knew Mike Harper, the dealer I work for. I decided then that I would get a car from him, if I were to ever get one. I knew I could trust him and have a place to get it repaired. He knows so much about them and the '37-'38's are his year of choice. He even uses them in his T.V. ads.

One day he sent me pictures of several cars that he had. I decided to make the 4 and a half hour drive to Eunice to see if he had something that I could afford. I got there and finally met the man I had been talking to for 6 months.

We went in his dealership and there she sat like she just rolled off the showroom floor. I couldn't take my eyes off her, but I couldn't pay that much for a car (famous last words).

John saw how much I wanted the green one

and said, "Look, I've got my eye on another car, so I need to get rid of one. If you really want this one I'll sell this one to you for what I've got in to it." I was scared to make a decision on my own so I told him I would call him back. On the way home all I could think about was that green '37 Buick Special. So I came home and e-mailed him indicating that I wanted the one on the show room floor. The next day I drove back to Eunice to drive her and we finished up the deal.

The next week they delivered my car to me. An avid local car collector in my town, Mr.

Wayne Chance, came to see what I had gotten myself into. The first car I ever had in high school (1951 Pontiac) was purchased from him. He made me feel much better about my decision, when he told me I couldn't have done any better if Mr. Young had given the car to me. I named her Olivia after the mother on the Walton's, since the Walton's is my favorite TV show.

I used her in my newspaper ads and we now have a TV

commercial too. I'm still amazed that she is mine every time I get in her.

I did my first big car show Father's day weekend. Several of us from the local clubs made the journey to the 43rd annual car show at Petit Jean. I was surprised to see Mr. Chance standing next to the judging booth as I entered. I was nervous and excited to be apart of it. Olivia scored 91 points enough to have made Senior and to take home first in our category. But a Packard beat us out with a few more point, but we still got a first place certificate and a second place trophy! Not bad for our first big show. Mr. Young said he feels like a proud grandpa.

They say one is never enough, so I'm still looking for another find. Old cars get in your blood. Every day at work they talk about the new car smell and how people love it, but for those of us that love the old ones, you can't beat that old car smell.





Technical TIPS

REPAIRING RUNNING BOARDS

By Danny Vincens (#1359)-Louisiana



The Product I used to repair my running boards is **Permatex "Body Shop" Flexible Parts Body Repair Compound**. It is expressly made for bumpers and flexible trim. The **Permatex part number is 25461**. It comes in a 1 fl oz. two-part syringe. Simply squeeze out the desired amount mix the two parts together and use it as a filler on the running boards. Once dried it can be easily sanded to shape and painted to match. The beauty part of the repair is the repair remains flexible.



This is a repair I did to the pointed front of the running board. You can view the product at www.permatex.com.



Technical TIPS

FIXING THE GLOVE BOX DOOR LIGHT SWITCH

By Danny Vincens (#1359)-Louisiana

Some people lose their marbles, I kept losing my BB's. Every time my glove box light would stop working I would take it apart and clean the BB's inside the light and it would work for a while. Unfortunately, every time I took the light apart I would lose some of the BB's until I was down to my last BB.

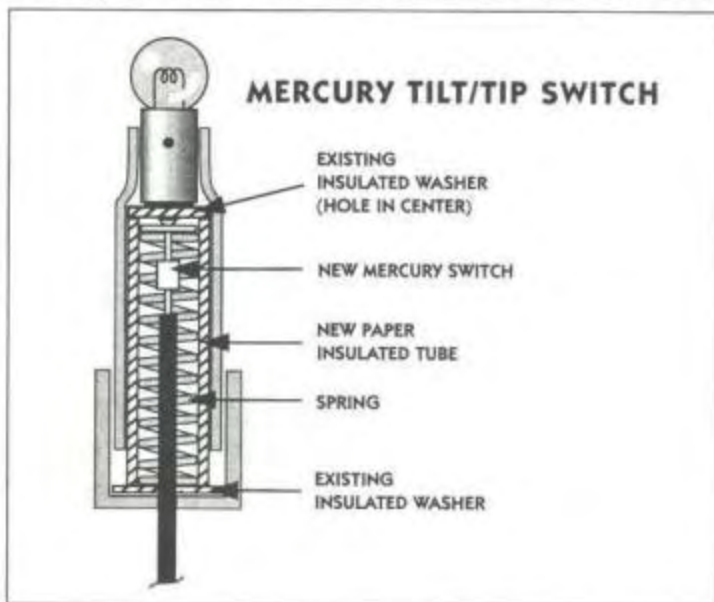
That's when I came up with the idea of using a mercury switch. I thought of the glass type that is used in a thermostat but it was too big.

I discussed the problem with some friends and they said they make small mercury switches, used on electronic equipment to shut it off, if it is tipped over.

I looked through several electronic parts catalogs and found what I thought would work. The part is a "Mercury Tilt/Tip Switch" and can be purchased from:

Newark Electronics
1-800-4-NEWARK
www.newark.com
Stock Number 95F9635
Type A1/2S-4929
Price \$4.95

This drawing of how it was installed with a little heavy paper to make an insulating tube and some plastic washers. I hope this helps others who have a similar problem.



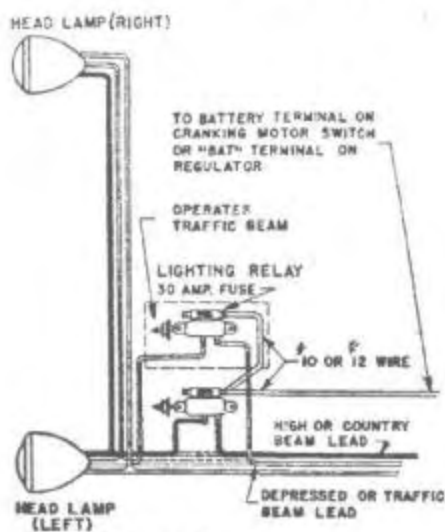
TRIPPE LIGHT RELAY

By Patrick Sweeny #1642

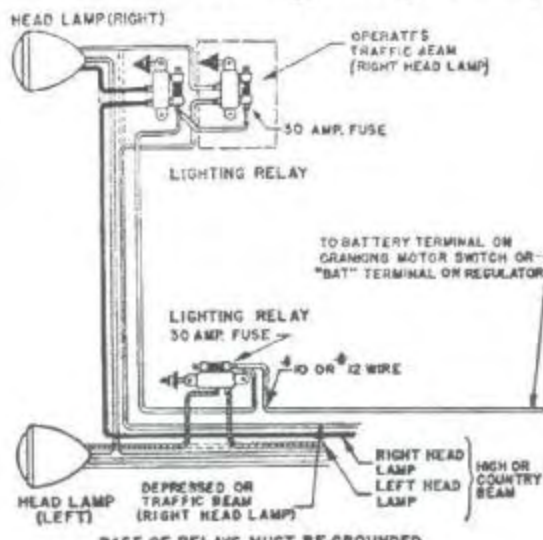
After reading the articles regarding Trippe lights in the March/April issue of the Torque Tube, I thought that I would pass along a bit of my experience with the other members of the club. I installed the lights as suggested in the Trippe diagram but found that there was a serious load on the electrical system. After a little bit of internet research I found that a relay was necessary to reduce the overload. I was lucky enough to find a NOS GM relay #1116789 for use with my Trippe lights on my '38 model 46. Check the diagram and instructions on how to install the relay. (See page 25 for the diagram)



Instructions for Installing Model 1116789 Lighting Relay



BASE OF RELAYS MUST BE GROUNDED
TWO BEAM LIGHTING SYSTEM WITH RELAYS IN COUNTRY AND TRAFFIC BEAM CIRCUITS



BASE OF RELAYS MUST BE GROUNDED
MULTIPLE BEAM LIGHTING SYSTEM WITH A RELAY IN EACH BEAM CIRCUIT OF RIGHT HEAD LAMP AND HIGH OR COUNTRY BEAM CIRCUIT OF LEFT HEAD LAMP

The Headlight Relay is intended for application on cars when conditions are such that normal voltage is not obtained at the headlights. It is installed in the high or "country" beam circuit to provide more light on the highway, but can also be installed in the depressed or "traffic" beam circuit for greater safety and driving comfort. In the "traffic" beam, it provides maximum illumination when passing other vehicles, thus relieving much of the strain of night driving.

The above diagrams show the location of the relay in the two types of lighting circuits found on practically all cars. Note that two relays are required for the high, or "country" beam of multiple beam systems and one relay for systems where both headlights work together. The additional relay for the traffic beam is shown in the dotted squares.

MOUNTING THE RELAY

The relay (or relays) should be mounted at any convenient location near the head lamps, but mounting should be chosen so that the relay is not subject to road splash and rain. If an extra lead of heavy gauge wire (No. 10) is used between the relay and the head lamp, the relay may be mounted on the engine side of the dash without causing too much voltage drop—this makes a good installation from the standpoint of protection to the relay unit and ease of mounting. **MAKE SURE THAT THE RELAY BASE HAS A GOOD ELECTRICAL GROUND TO THE CAR FRAME.**

WIRING

Connect the relay (or relays) in the circuit as shown above using No. 10 or No. 12 wire for making the lead which connects to the terminal on the fuse clip and connect either to the battery terminal of the starting switch or to the "BAT" terminal on the regulator. A higher voltage is obtainable when the generator is charging, with the connections made at the regulator. It is important, however, to check the voltage at the head lights as too high a voltage will result in short bulb life.

NOTE

If desired, a connector type fuse can be used in the circuit between the relay and the battery terminal of the starting switch in place of the fuse mounted on the relay. For this installation the lead should be connected to the opposite end of the fuse than that shown on the diagrams above. The fuse at the relay should be removed as this connection eliminates it from the circuit.

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315-598-2319

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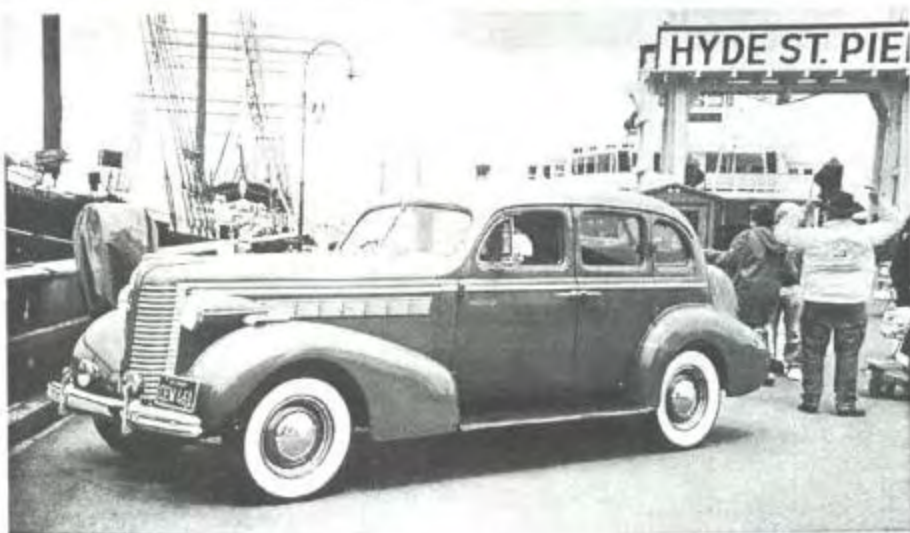
Parts WANTED

WANTED:

Ring gear for a '37 Century Series 66S.
It has 156 teeth and measures 14-5/8" i.d.

Bill Domitilli
La Honda, CA
billd@southcoast.net

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FOR SALE: 1938 Special Sedan Model 41

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700 Easton Ave., San Bruno, CA 94066 (San Francisco Bay area)

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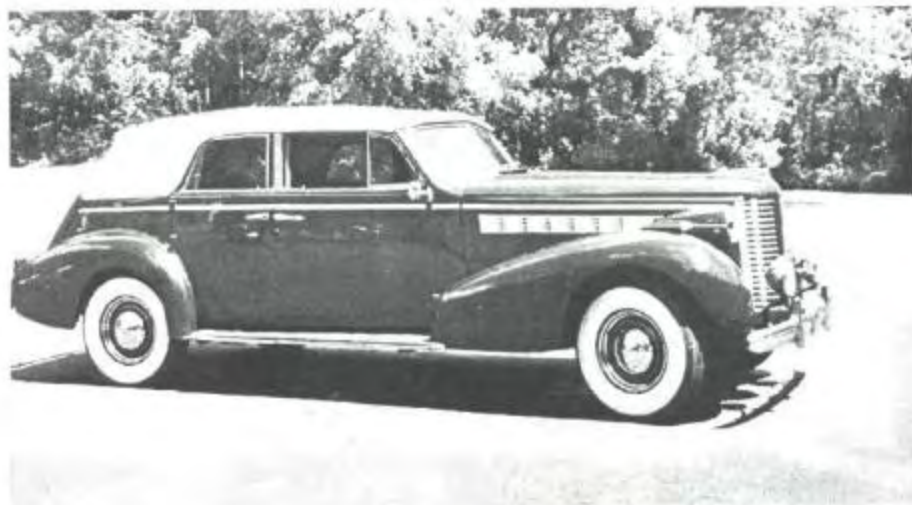
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Fred Rentz (724) 654-7493

or

Tom Natale #188 (419) 433-3122

email: t.p.natale@aol.com



Cars FOR SALE



FOR SALE: 1938 BUSINESS COUPE

A beautiful 1938 business coupe, straight eight, black with a light gray interior. The running boards have been redone. This was my first attempt to restore a car and hate to part with it, however the older I get the harder it is for me to maintain it.

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412-843-8206

Cars WANTED

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Henrik Hoier #1665

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508-385-7714
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Austin, TX 78738
512-261-0812

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PO Box 53
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Cell: 562-756-1313

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Wapello, IA 52653-1319

Palumbo, Chet # 1677
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O'Fallon, MO 63366

Fink, Albert #1681
Phone: 813-672-8385

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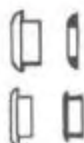
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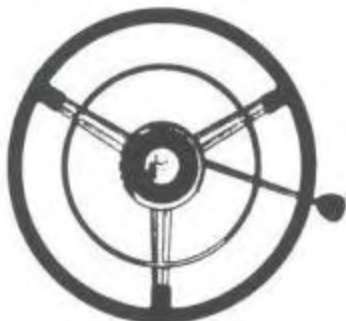
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